

## FLYING SQUADRON PLANS.

NEWS OF MOVEMENTS MADE KNOWN TO OFFICERS BY THE TRIBUNE.

MINNEAPOLIS MAY ALSO JOIN THE PATROL.

THE NEW CRUISER SCHEDULED HERE—

AUXILIARY CRUISERS LAKE TO JOIN COMMODORE SCHLEY'S

COMMAND—HOPE TO BE ORDERED SOUTH.

[BY TELEGRAPH TO THE TRIBUNE.]

Newport News, Va., May 4.—The Tribune tonight brought to Old Point Comfort the first authentic information of the important changes to be made in the make-up of both the Flying Squadron, under Commodore Schley, and the Northern Patrol Fleet, under Commodore Howell.

The exclusive publication of the orders, which detached the crack cruiser Columbia from Commodore Schley's command and transferred it to the Patrol Fleet as Howell's flagship, in place of the San Francisco, and which detached the cruiser New-Orleans from the latter squadron to Hampton Roads, to replace the Columbia, was news, and surprising news at that, to the majority of the officers and all of the guests at Old Point.

The New-Orleans will be welcomed right royally by Commodore Schley and his corps of officers, who were beginning to fear that the fleet, after the departure of the Columbia, would be reduced to a mere skeleton, and that the protection for Northern seacoast cities, thus depriving the Flying Squadron of its swiftest, if not strongest, members.

The new addition to the squadron will arrive at Old Point, it is expected, some time on Friday, probably in the morning. This unexpected change will naturally effect a transfer of captains as well as ships. Captain Folger of the New-Orleans will become one of Commodore Schley's counsellors, while Captain Sand of the Columbia will be Commodore Howell's right-hand man in the direction of the movements of the fleet of protected and auxiliary cruisers which will guard the interests of New York, Boston, Newport and other coast cities of the North.

MINNEAPOLIS MAY ALSO GO.

The transfer of the Columbia is not the only surprise likely to be sprung by Secretary Long on the officers of the Flying Squadron in the near future. It is possible that the Minneapolis, under Captain Jewell, which is now cruising around off the coast of Massachusetts, may be permanently relieved from duty with the Flying Squadron, to join Commodore Howell's command, in which event it will be necessary for the Department to select another warship to make up the quintet of fighters which will go with Commodore Schley wherever ordered.

The cruiser Newark, now at the Norfolk Navy Yard, is likely to be the ship selected for this duty, in case the Minneapolis follows Howell's flag, and the Flying Squadron remains in these waters until the work of overhauling her is completed. The Navy Yard officials expect to have the Newark ready for sea duty by Sunday, May 22, at the latest. She is practically a new cruiser, having been thoroughly renovated, refitted and partly rebuilt. She is a sister ship to the San Francisco, of the patrol fleet. Among the additions to her armament are four torpedo tubes.

A naval officer, with whom the Tribune correspondent conversed several days ago, is authority for the statement that the Navy Department would shortly get over its desire to have the Flying Squadron composed of stanch warships, and the patrol fleet of nothing except auxiliary cruisers, barring the flagship. This idea, according to this officer, is not feasible, for the reason that the converted squadron would be at the mercy of a few of the enemy's ships carrying guns of heavy calibre.

SQUADRON MAY BE DIVIDED.

It looks now as if the Department intends to split up the squadron, leaving the Brooklyn, the Massachusetts and the Texas with Commodore Schley, as his fighting strength, and if the opinions of naval officers count for anything, it is not at all unlikely that he will get two or more of the big auxiliaries to be attached to the Flying Squadron for scouting purposes. Commodore Schley, of course, will have nothing to say about the future of his squadron. In fact, one of the Commodore's peculiarities is to conform as little as possible, but his reasons for this are found in instructions from the Department, which require all official news to be closely guarded. An illustration of this is the manner in which Commodore Schley kept the secret of the exchange of the Columbia for the New-Orleans from the host of newspaper correspondents at Old Point.

HOPE TO GO SOUTH.

The officers of the Flying Squadron are almost in a rage. They are annoyed to think that the future of their command is uncertain, and that there is no knowing whether or not they will take a hand in the Spanish-American war. Protests come from the scene of action, and few are the officers who are not continually on the lookout for promotion.

There is a smothered hope in the breasts of Commodore Schley's commanders that the reinforcements collected at Old Point to-night, about the possible departure of the New York, the Iowa and the Indiana to meet the Oregon, may mean the necessary to send the Flying Squadron to the Department plans in regard to the capture of Porto Rico. In fact, this seems to be a last hope with some of the officers.

The little gunboat Hancock, with Commander Richmond Clough in command, passed Old Point this afternoon, on her way from the Norfolk Navy Yard to Key West. While at the yard the Hancock had a number of repairs made, and took on coal and supplies for her voyage. The cruiser Yosemite will leave the shipyard to-morrow evening for the Flying Squadron, and will be the first of the Navy Yard at Portsmouth if no further orders are received calling her to the work. The ship cannot get away before Saturday, owing to further changes made in the plans by the Department. The hospital ship Solace is all ready to sail for Southern waters on receipt of orders. The Red Cross flag has been hoisted to the foremast, all supplies are aboard and she now has steam up, in anticipation of final orders to Commander Duncan.

TO JOIN THE FLYING SQUADRON.

THE CINCINNATI RELIEVED FROM CUBAN BLACK-ADRE DUTY.

Washington, May 4 (Special).—The Cincinnati, which has had continuous duty for two years in the South Atlantic, and recently came north to join the Squadron, is being relieved from Cuban black-adre duty. The ship is being transferred to the Flying Squadron, and will be ordered to the coast of Cuba, and will go to the Norfolk Navy Yard to have her boilers repaired. Her crew has been continually under the tropic sun for a year, and in consequence is not in as good health as the other ships' crews. Another reason for bringing the vessel back is that she has more machinery for her displacement than any other vessel in the squadron. It is better adapted to service on the coast, and has a longer range of action fit her admirably for the Flying Squadron, to which she will undoubtedly be attached.

PRAIRIE AND YANKEE COALING.

Captain Jacob W. Miller said yesterday afternoon that he thought that all preparations on board the

## "THE TRUE CRITERION IS QUALITY."

For comparison we quote the prices paid for Champagnes in England, where QUALITY establishes the market value.

	VINTAGE 1895	VINTAGE 1896	VINTAGE 1897
POMMEY -	135	97	83
MOET & CHANDON -	105	-	77.9
G. H. MUM -	101	75	-

Yankee will be completed by the end of the week. It is not known definitely when the cruiser will go to sea, but the probability is indicated. There is a possibility that both the Prairie and the Yankee may be sent to join the San Francisco, which is now at Provincetown. Both vessels took on coal yesterday.

FERRYBOATS MIGHT BE UTILIZED.

LARGE AND POWERFUL ONES THAT COULD BE CHARTERED FOR COAST DEFENSE—

THE HARBOR MINES.

The fact that two Boston ferryboats have been chartered by the Government and are being fitted up with guns for harbor defense, and the further fact that several vessels of the Union Ferry Company of Brooklyn were used by the Government in the Civil War, led to the conclusion that some of the Brooklyn ferryboats might be taken in the present emergency. When asked about the matter by a reporter for The Tribune, Rear-Admiral Erben said yesterday that nothing had been done about it.

"There was a proposition before I came here," he added, "to take some of the boats of the Union Ferry Company, and they were considered. If we do take any they will be the best of the kind that can be obtained."

The bill which was reported to the House by the Committee on Naval Affairs yesterday, providing \$100,000 for the purchase or hire of vessels for the patrol of the coast, and creating a volunteer organization for the defense of the coast, is what we are waiting for. If it becomes a law we will lose no time in getting such vessels as we need and manning them. The men of the Naval Militia and Naval Reserves will be sworn into the service of the Government and will man whatever vessels we obtain.

A list of thirteen or fourteen vessels, from which selection is to be made by the Navy Department, will be sent on to Washington to-night. I expect that we shall soon have all we want."

The newest and best boats of the Union Ferry Company are the Pierpont, the Montauk and the Whitehall. The best boats are on the South and Hamilton ferries. Older ones are on the Fulton and the Catherinet. On Fulton Ferry the Pierpont and the Catherinet, the Paragut, the Union and the Somerset.

The work of defending the harbor by mines was continued under direction of the War Department yesterday. It was learned that sixteen thousand pounds of No. 1 dynamite was purchased by the Government for the purpose of mining the Narrows and Sandy Hook channels. The cost was 14 cents a pound, and the total cost was \$2,240.

About one hundred pounds of the less quantity is placed in each of the mines. They have to be larger than would be sufficient simply to hold this quantity of dynamite, as an air chamber of sufficient size has to be provided to float the mine near the surface, to make its explosion effective under a hostile vessel. In a deep channel like the Narrows, where the current is especially swift, the air chamber has to be especially large. No mine was reported to have exploded yesterday, and of the four missing three have been found—one at Long Branch, a second at Barnegat and the third at Sandy Hook.

Major Adams, of the Engineer Corps, ridiculed yesterday the published statement that Spanish spies were detecting the mines. He said his men would not allow any one to get near them by day, and nothing could be done at night. It would take an expert diver to reach the mines after dark, and even then they would be detected by the three-quarter-inch wire rope which holds them to their anchorages would be no easy task under water.

In regard to the work of laying mines, Major Adams said that he hoped the war would be over before they were all down, and then those now laid could be pulled up. He said that the mines could be pulled up and used for other purposes. He said that the mines could be used for other purposes. He said that the mines could be used for other purposes.

The following notice has been sent to the officers of the various steamboat lines which send boats up through the Sound:

**DANGER!!**

Notice to Mariners.

The eastern entrance to New York Harbor, between the Battery and the Narrows, and the western end of Long Island Sound, is marked by a series of white buoys. A safe channel through the mines is marked by white buoys. A safe channel through the mines is marked by white buoys.

Major, Corps of Engineers, U. S. A.,

Willits Point, N. Y., May 2, 1898.

A large boat bearing the same notice has been placed on Execution Rock, at the entrance to the Sound, and at the entrance to the Narrows. The notice is as follows:

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A PROTEST FROM NEW-YORK PILOTS.

THE SECRETARY OF THE COMMISSIONERS DE-

CLARES THAT THE GOVERNMENT PATROL

IS TOTALLY INADEQUATE.

The New York pilots are protesting against the manner in which the mines in the harbor are being guarded, and say that if any mines are cut loose it is the fault of the authorities in not providing a proper patrol system, and that the pilots should not be blamed.

Secretary Naab of the Board of Pilot Commissioners said yesterday:

"It is foolish to say that the pilots are disregarding the Harbor regulations. As a matter of fact the pilots have gone out of the way to warn every vessel of the location of mines. On Saturday a large steamer, a coaster, came into port, and pilots signalled her. She stopped to hear the message, but the blowing off of steam, which she kept up, prevented the pilots giving instructions. She came in and reported that the pilots not only neglected to give her instructions about the mines, but also that they feared her."

"The great trouble lies with the Navy Department, owing to the fact that it has no boats to properly patrol the harbor. We are pilots, and are not paid to do government work. Surely, such a Government as ours has enough money to hire tugs and there are plenty of tugs which would be glad to have the service. New York people are patriotic, and if Admiral Trenchard would make his own money, and if the Government had no money with which to hire patrol-boats, the Chamber would take up a collection for the purpose."

"The main channel is only two hundred feet wide—the engineers say three hundred feet. Of course, the pilots are not to do the Government work. It was foolish to close Hell Gate. Vessels of the enemy, in order to reach Hell Gate, must pass the entrance of Long Island, where there are thousands of people having excellent telephone and telegraph connections. It is possible for a warning to be sent in ample time. The main channel at Sandy Hook should not have been closed. It could have been closed in time after a war vessel had been

sighted. There are five buoys at that place, and I believe there are about five torpedoes."

SPY ABOARD THE CRUISER ST. PAUL.

HE ENLISTED AS AN OILER, BUT ACTED SUSPICIOUSLY—THE VESSEL TO GO TO SEA TO-DAY.

Philadelphia, May 4.—The report that a supposed Spanish spy had been captured aboard the auxiliary cruiser St. Paul at Cramp's shipyard last night was confirmed to-day. The ship, which is known of him is that his father is a Spaniard and that his mother was born on Cuban soil. The suspect enlisted some days ago as an oiler, and almost from the time of his enlistment was under suspicion on account of his peculiar actions.

Last night a marine who was on watch below decks near the powder magazine discovered the man acting in a suspicious way around the magazine. The marine lost no time in bringing the man to ground, and a short and severe fight followed. The guard overpowered him, but not before the suspect had received a great gash on the right side of his face. He was taken before Captain Sigbee for examination, and a thorough investigation is being made to-day.

The St. Paul is expected to leave Cramp's shipyard to-morrow morning. She is now taking on the remainder of her crew. She will stop at the Naval Yard or Fort Mifflin to take on her ammunition. One hundred and twenty men arrived on board the ship to-day, and her crew is practically complete.

ON THE NEW-ENGLAND COAST.

UNCLE SAM'S FINE CRUISERS PATROLLING IT DAY AND NIGHT.

Vineyard Haven, Mass., May 4.—The monitor Lehigh sailed this forenoon in tow of the tug Hera Clara, for Portland, but when off Cape Poge, at 4 a. m., the tug blew out one of the tubes in her boilers and was compelled to return. The Lehigh proceeded under her own steam. The captain of the tug expects to complete repairs in time to overtake the monitor this evening.

Provincetown, Mass., May 4.—The United States cruiser San Francisco arrived in this harbor at 7 o'clock this morning.

Newport, R. I., May 4.—The cruiser Minneapolis arrived here at 5 a. m., and anchored in the harbor. She left Harbor at 6 a. m., and has been on patrol duty. She will leave at 5 p. m., to continue cruising. The vessel was given an ovation by those ashore.

Newport, R. I., May 4.—The cruiser New-Orleans sailed at 10 o'clock this forenoon for Hampton Roads to join Commodore Schley's Flying Squadron, to which she has been attached in place of the Columbia. The New-Orleans has been receiving an ovation by those ashore.

Newport, R. I., May 4.—The New-Orleans is returning to the harbor. It is thought she will not be permitted to leave.

Boston, May 4.—Lieutenant Sewall, who has had charge of the placing of mines in Boston Harbor, has been ordered to the Flying Squadron, to which he has been attached in place of the Columbia. The New-Orleans has been receiving an ovation by those ashore.

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## ARMY LEADERS APPOINTED.

MAJOR AND BRIGADIER GENERALS NOMINATED BY THE PRESIDENT.

ELEVEN OF THE FORMER AND TWENTY-FIVE OF THE LATTER—JAMES H. WILSON, FITZHUGH LEE, JOSEPH WHEELER AND SENATOR SEWELL APPOINTED FROM CIVIL LIFE.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, May 4.—The nomination to-day of a number of major-generals and brigadier-generals is taken as an indication of the purpose of the President to avail himself of the full number of troops called for by his proclamation, and perhaps to follow the call by another, for it is evident that there are not enough commands to go around properly among the officers already named. The list of nominations is as follows:

MAJOR-GENERALS.

Brigadier-General JOSEPH G. BRECKINRIDGE, Inspector-General, United States Army.

Brigadier-General ELWELL S. OTIS, Brigadier-General JOHN J. COPPINGER.

Brigadier-General WILLIAM R. SHAFER, Brigadier-General WILLIAM R. SHAFER.

Brigadier-General JAMES F. WADE, Brigadier-General JAMES F. WADE.

Brigadier-General HENRY C. MERRIAM, Brigadier-General HENRY C. MERRIAM.

JAMES H. WILSON, of Delaware, PITZHUGH LEE, of Virginia, WILLIAM J. SEWELL, of New Jersey, JOSEPH WHEELER, of Alabama.

COLONELS TO BE BRIGADIER-GENERALS.

THOMAS M. ANDERSON, 10th Infantry, CHARLES E. COMPTON, 4th Cavalry, ABRAHAM K. ANSOLD, 1st Cavalry, JOHN S. POLAND, 10th Infantry, JOHN B. BATES, 24th Infantry, ANDREW G. BURR, 25th Infantry, SIMON SYDNER, 10th Infantry, HAMILTON S. HAWKINS, 25th Infantry, JACOB F. KENT, 24th Infantry, SAMUEL S. SUMNER, 6th Cavalry, FRANK L. GUENTHER, 4th Artillery, GUY V. HENLY, 10th Cavalry, JOHN I. RODGERS, 5th Artillery, LEONARD H. CAMPBELL, 1st Cavalry, AMUEL R. M. VOLNEY, 24th Cavalry, JOHN M. BACON, 10th Cavalry, EDWARD R. WILSON, 6th Artillery.

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